





phong states the French Chamber of De-

received here stated that the Chamber has passed the Tonkin credits by the simple majority of eight, and that M. Tirard said he would not be responsible for the evacuation of the country. Whichever version is the more accurate, the outlook for Tonkin is certainly not very bright at present. *Courrier* tries to cheer its readers as best it can, by assuring them that the Senate will pass the credits and that the Chamber will ultimately give way. Meantime, according to the telegram received on Saturday, Tirard will probably resign in consequence.

We have much pleasure in stating that the gripping gear of the Peak Tramway is about to be completed, and that the

successful. The car was stopped in a very short space, on the heaviest grade, 1 per cent, while running at the ordinary rate of about six miles an hour. This is all the more satisfactory that the test was made under the most unfavourable circumstances, the weather being misty and rainy. We must state also that in the present instance the

The public thus may have every confidence that they may avail themselves of the service of the tramway when once it starts, with about as much confidence as can be put in any human contrivance. All the tests of the present appliances of the tramway have been entirely satisfactory, and the public

done with gripping gear for the second and some minor embellishments were completed, so that they might mount by stage to the Peak. The General Manager (Messrs MacEwen, Frickel & Co.) are to be congratulated upon this satisfactory result of Saxon doggedness and Scotch pluck and perseverance.

A CORRESPONDENT sends us the following account of the trip. To Macao yesterday. At 8.40 a.m. the good ship *Honam*, under the command of the popular and gallant Captain G. B. Lefavour, left for Macao. About 100 excursionists took advantage of the trip. There would probably have been

the excursionists suffered from seasickness, as the sea was high and the weather anything but favourable for a pleasure cruise. But as we approached Macao there seemed to be some slight demand for refreshment, as the weather had improved considerably.

which had suffered from sea-sickness, began to feel their feet, and they struck briskly on the lively air. A benevolent gentleman started a game, which seemed to be very profitable to himself, and every one seemed to have a try at it. A sweepstakes was made up on the time of arrival. As the time of arrival at Mianco had a

He made us arrive at 11:40 a.m., so money was handed over to the winner. A sumptuous tiffin was provided, but he took advantage of it; but at dinner

dinner was everything that could be desired. I noticed that the after-part of the ship was hung round with Chinese lanterns which were lit as soon as it became dark. This added much to the comfort of the passengers. The steam-yacht of Mr. I. Bellios arrived during the afternoon. Canton, where Mr. Bellios had been

a few days with a party of friends. At 5 p.m., the *Honan* started again for Hongkong. Three hearty cheers were given on the Wharf for the excursion. The passage to Hongkong went very well until the good ship reached the outer buoys. Inside of these was a small boat anchored, as usual, without a light.

managed to clear the junk without touching it, but the strong North wind sent it flying among other junks there, not one of which had a light up, and we got tangled among them, but after some little trouble got out without damage, and arrived at a very enjoyable trip, at the wharf at the harbor here, delayed about three or four

of an hour by this *contretemps*. Our thanks are due to the Captain for his story. He did all he could to make the pleasant.

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The *Choya Shimbin* hears on good authority that the statement that the Japanese government will establish a consulate in their country is but the Emperor's

ment contemplate establishing colonies in Singapore, Melbourne and one other not named.

THE *N. C. Daily News* says:—A private letter from Foochow says that tigers have been making fearful ravages in the villages about, and that a tiger-hunt was organised. One village is said to have lost two hundred lives in a very short time.

any, other the  
green  
to be  
May

a cipher too many.

THE N. C. Daily News, referring to a case in our Police Court in which was found with a jar labelled "pres cockroaches," says:—There is a common impression that soy is made of cockroaches, but we have never heard it suggested this unhandsome insect was made an ingredient of food in any other shape.



mon...	30.20	51	79	NE	4	b	0.19
mon...	30.24	52	76	NE	4	b	0.67
mon...	30.14	57	91	NE	5	b	—
mon...	30.08	77	—	—	—	b	—
mon...	—	—	—	—	—	b	—

The barometer has risen except in  
 monsoon. Cloudy, cold and rather damp  
 weather prevails.

W. DOBENCK,  
 Government Astronomer.  
 Hongkong Observatory, February 20.

1. BAROMETRE, reduced to 32 degrees Fahr-  
 enheit, and to the level of the sea is inches, tenths  
 and hundredths.

2. THERMOMETER, in the shade in degrees,  
 tenths and hundredths.

3. HUMIDITY, in percentage of saturation, in  
 the vicinity of air saturated with moisture, in tenths  
 and hundredths.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort's  
 scale.

6. STATE OF WEATHER, as blue sky, c. de-  
 clouded clouds, a drizzling rain, fog, gloomy,  
 misty, lightning, or overcast, passing showers,  
 squally, rain, a snow, a thunders, a violent rain,  
 or a fresh breeze.

7. TIME, in hours, tenths and hundredths.



## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 22nd instant, at Noon.

Connection being made at Yokohama, with steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—  
To San Francisco, \$200.00  
To San Francisco and return, 350.00  
To Liverpool, 333.00  
To London, 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 104, Queen's Road Central, Hongkong, February 11, 1888. 175

O. D. HARMAN, Agent.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,563 Tons Register, WATSON, Commander, will be despatched for YANCOUVER, B.C., via KOBÉ and YOKOHAMA, on SATURDAY, the 25th February, at 3 p.m.

To be followed by *S.S. PARTHA*, on the 15th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan ports, and at Vancouver with Pacific Coast Lines, the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by the trans-Atlantic Lines of Steamers.

First-class fares granted as follows:—  
To Vancouver, \$160.00  
To Victoria and San Francisco, 175.00  
To all common points in Canada and the United States, 200.00  
To Liverpool, 300.00  
To London, 300.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. B. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 27th February.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents, Hongkong, February 9, 1888. 141

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH TO AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF MO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd March, at 2 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Mexico, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class fares granted as follows:—  
To San Francisco, \$200.00  
To San Francisco and return, 350.00  
To Liverpool, 333.00  
To London, 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 104, Queen's Road Central, Hongkong, February 11, 1888. 223

O. D. HARMAN, Agent.

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, SOLOMON, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 22nd February, 1888, at Noon, the Company's Steamship *YANTSE*, Commandant LONNEN, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered at London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st February, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, February 9, 1888. 216

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BUNDELT, ANCONA, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through bills of Lading for BATAVIA, PEERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *BENGAL*, Captain W. B. BARNES, with Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 1st March, at Daylight.

Cargo will be received on board until 4 p.m. on the day previous to sailing.

Parcels and Specie (Gold) at the Office until 5 p.m. on the day previous to sailing.

Ten, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT AND PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers' desires of insuring their baggage can be done on application at the Company's Office.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, February 18, 1888. 261

Insurance.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED, \$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, etc. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN, Secretary, HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE THIRD, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at current rates.  
Life Department.  
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 26, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents, Hongkong, July 16, 1887. 1840

SAILOR'S HOME.

ANY Cast of Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1887.

## Intimations.

## The Overland China Mail.

## A WEEKLY JOURNAL FOR THE HOME-MARKET.

IS PUBLISHED to suit the Departure of each European and Far-East Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers of Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special notices of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription:—  
Per Annum, \$12.00, postage, \$1.00  
Quarterly, 3.00, " 0.25  
Single Copy, 0.30.

China Mail Office, Hongkong.

WINTER TIME TABLE.

THE KOVLOON FERRY.

STEAM-LANDON MORNING STAR.

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tan-Tsui at the following hours:—This Time Table will take effect from the 17th October, 1887.

WEEK DAYS. HOLIDAYS.

From Peddar's Wharf to Tsim-Tan-Tsui, and vice versa, at the following hours:—  
8.00 a.m. 7.40 a.m. 7.30 a.m. 7.20 a.m.  
8.50 " 8.30 " 8.20 " 8.10 "  
9.40 " 9.20 " 9.10 " 9.00 "  
10.30 " 10.10 " 10.00 " 9.50 "  
11.20 " 11.00 " 10.50 " 10.40 "  
12.10 " 11.50 " 11.40 " 11.30 "  
1.00 " 1.00 " 1.00 " 1.00 "  
1.50 " 1.50 " 1.50 " 1.50 "  
2.40 " 2.40 " 2.40 " 2.40 "  
3.30 " 3.30 " 3.30 " 3.30 "  
4.20 " 4.20 " 4.20 " 4.20 "  
5.10 " 5.10 " 5.10 " 5.10 "  
6.00 " 6.00 " 6.00 " 6.00 "  
6.50 " 6.50 " 6.50 " 6.50 "  
7.40 " 7.40 " 7.40 " 7.40 "

There will be no Launch on Monday and Friday on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantage offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The sold open to a paper of this description—conducted in native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to GEO. MURRAY BAIN, China Mail Office.

NOW ON SALE.

INDEX TO THE 'CHINA REVIEW' from VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.  
2.—ARTICLES.  
3.—REVIEWS OF BOOKS.  
4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CHAMFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL, AND POPULAR ASPECTS.

ERNEST J. EITEL, PH.D., TUBING. THIRD EDITION, REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CHAMFORD & Co., Hongkong, August 20, 1881. 193

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong; at LANE, CHAMFORD & Co., Hongkong, and at the China Mail Office.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES. Reprinted from 'The China Mail.' WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the Office of THE PAPER, Messrs. LANE, CHAMFORD & Co., and Messrs. KELLY & WALSH, and Mr. W. BARNES.

Price, 50 CENTS.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, and in each at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the section.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Harbour Master's Office. 3. From the Harbour Master's Office to the P. and O. Co.'s Office. 4. From the P. and O. Co.'s Office to Peddar's Wharf. 5. From Peddar's Wharf to the Naval Yard. 6. From the Naval Yard to Blue Buildings. 7. From Blue Buildings to East Point. 8. From East Point to North Point. 9. From North Point to Kowloon Wharves. 10. From Kowloon Wharves to Jardine's Wharf. 11. From Jardine's Wharf to the Naval Yard.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Batavia	5	Watson	Brit. str.	2000	Feb. 10	Adamson, Bell & Co.	Singapore	22nd inst.
Camelot	3	Daily	Brit. str.	1040	Feb. 10	Order		To-morrow
Chelms	3	Joan	Dutch str.	1423	Feb. 10	Jardine, Matheson & Co.	Singapore	To-morrow
Chow-chow-foe	3	Ward	Ger. str.	648	Feb. 10	Melchers & Co.	Singapore	To-morrow
Danube	3	Ward	Ger. str.	790	Feb. 10	Chinese	Bangkok	To-morrow
Daphne	5	Vias	Ger. str.	1595	Feb. 10	R. Martly	Haiphong	To-morrow
Dauter	5	Ward	Ger. str.	1197	Feb. 10	Ed. Schellhaas & Co.	Hamburg	To-morrow
Devonport	5	Huthoff	Dutch str.	1164	Feb. 10	Jardine, Matheson & Co.		
Don Juan	5	Marquez	Span. str.	482	Feb. 10	Brandao & Co.		Coast Dock
Edenburgh	4	Freyer	Ger. str.	988	Feb. 10	Melchers & Co.	Amy & Manila	K'loon Dock
Feeling	3	Crawford	Brit. str.	704	Feb. 10	Chinese		
Fooding	3	Hogg	Brit. str.	900	Feb. 10	Jardine, Matheson & Co.		
General Werder	10	Schneider	Ger. str.	1282	Feb. 10	Melchers & Co.	Shanghai	K'loon Dock
Glancon	5	Hannah	Brit. str.	1381	Feb. 10	Butterfield & Swire	Shanghai	K'loon Dock
Haitian	5	Ashton	Brit. str.	1282	Feb. 10	Douglas Steamship Co.	Shanghai	K'loon Dock
Ilissus	5	Routa	Fren. str.	779	Sept. 19	Bun Hin Chan	Coast Fort	To-morrow
Kong Sang	5	Phillips	Brit. str.	862	Feb. 10	Yuen Fat Hong		To-morrow
Lee Sang	5	Sellar	Brit. str.	1000	Feb. 10	Jardine, Matheson & Co.	Swatow & Bangkok	
Moyano	5	Hogg	Brit. str.	1092	Feb. 10	Jardine, Matheson & Co.		
Norden	5	Schulz	Brit. str.	761	Feb. 10	Gibb, Livingston & Co.		
Oceanic	5	Nichols	Norw. str.	1367	Feb. 10	Mitsui Bussan Kaisha	Sydney, &c.	25th inst.
Phra Chom Klao	5	Metcalfe	Brit. str.	3807	Feb. 10	O. & S. S. Co.	Kutchinow	To-morrow
Protos	5	Stapan	Brit. str.	1011	Feb. 10	Yuen Fat Hong	San Francisco	Coast Dock
Record	5	Stapan	Brit. str.	1100	Feb. 10	H. K. & W. Dock Co.	K'loon Dock	
Saptima	5	Madge	Ger. str.	700	Feb. 10	Edward Schellhaas & Co.	Saigon	22nd inst.
Socohov	5	Hanson	Ger. str.	783	Feb. 10	E. E. A. & C. Tel. Co.		
Tataros	5	Harris	Brit. str.	1000	Feb. 10	Siemens & Co.		
Trilos	5	Petersen	Ger. str.	1587	Feb. 10	Butterfield & Swire		
Wingang	5	Blackie	Ger. str.	1142	Feb. 10	Takama Colliery		
Yangsang	5	Croix	Brit. str.	1617	Jan. 30	Jardine, Matheson & Co.		K'loon Dock
Yikang	5	Lormier	Fren. str.	2317	Feb. 10	Messageries Maritimes	Shanghai	22nd inst.
	5	Leak	Brit. str.	886	Feb. 10	Jardine, Matheson & Co.		
Sailing Vessels.								
Albie Rowe	5	Phillips	Haw. bg.	735	June 9	Wieler & Co.	Laid up	
Boghaz	5	Raso	Italian bg.	333	Feb. 10	Captain		
Bylight	5	Ward	Ger. bg.	1039	Jan. 20	Wieler & Co.		
B. P. Cheney	5	Hughes	Amer. str.	1222	Jan. 20	Douglas, Lapraik & Co.		
Centennial	5	Bearse	Amer. str.	852	Jan. 20	Russell & Co.		
Coloma	5	Noyes	Amer. bg.	852	Jan. 20	Melchers & Co.		
Dorothea	5	Moller	Ger. bg.	620	Jan. 20	Arnold, Karberg & Co.	London	
Emo	5	Summers	Brit. bg.	775	Jan. 20	Arnold, Karberg & Co.	Harve and London	
Great Admiral	5	Young	Amer. bg.	1042	Feb. 10	Chinese		
Hastings	5	Kovell	Amer. str.	1497	Feb. 10	Russell & Co.		
Hastings	5	Gann	Amer. str.	1092	Jan. 20	Messageries Maritimes		
Hastings	5	Cassidy	Amer. bg.	1092	Jan. 20	Order		
Idly	5	Laird	Brit. bg.	803	Aug. 20	Order		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.	K'loon Dock	
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.	London, &c.	
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
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Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
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Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
Joel Taylor	5	Durill	Brit. str.	1295	Jan. 28	Carlowitz & Co.		
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